

let's get better acquainted



PAN AMERICAN WORLD AIRWAYS

The System of the Flying Clippers



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n Introduction

Today, international air transport is concentrating every effort to unite in common bond the allied and neutral nations.

While the full story of Pan American's share in pioneering and flying wartime international air transport routes to points as widely separated as China, India, Africa, the British Isles, Alaska and all of Middle and South America cannot be revealed until peace comes, the purpose of this book is to tell you something of the history and economics of, and present happenings in, the "Other Americas," including the role therein of air transport.

North, Central and South America and the Caribbean Islands have relied on our air transportation system to implement Good Neighbor relations. In the succeeding pages we offer the reader a score of interesting facts about Middle and South America and about air transportation in those lands with the share therein of Pan American World Airways during its seventeen years of operations since 1927.

A Record of Swift Progress

THE YOUTHFUL PIONEERS who stood on that rocky Key West airport 17 years ago to watch a Pan American Airways plane take off for Havana to start the first regular commercial U. S. international air service could never have known how far their efforts were to advance air transportation.

Starting south from Miami in 1927, Pan American first embraced and crisscrossed the Caribbean, then started down both coasts of South America to encircle that great continent. Thereafter, Pan American branched north to supplant the dog team in Alaska, then westward to far-off China.

After years of testing, surveying and experimenting in its Caribbean laboratory, Pan American was first seriously to

★ From the 90-mile airline of 1927 spanning the straits between Key West and Havana, Pan American World Airways has expanded with the increased demands for dependable international air transportation.

Today Pan American flies to all the major sectors of the world (aside from the zones of actual military operations) over more than 80,000 miles of vital routes.

Step by step with this expansion have come corresponding improvements in service, in flying equipment and in that all-important experience necessary to the achievement of dependable air transportation.

More than 1,900,000,000 passenger miles have been flown by the Clippers in the seventeen years ending with 1943! At the same time 162,000,000 pounds of express have been carried via Pan American. (A "passenger mile" is equivalent to one mile flown by one passenger.)

..from Small Beginnings



meet the Pacific's challenge, crossing that vast expanse first to Manila and Hongkong, then Australasia and Singapore.

Clippers were the first planes regularly to master the North Atlantic and first to provide China with a comprehensive air service. The South Atlantic, too, was first spanned by Pan American in the Winter of 1940-41. Later, Pan American, at the request of the President of the United States, set up and operated within 61 days (!) a complete wartime transcontinental airway through the heart of Africa (and extending 3,000 miles beyond) that was to help oust the Axis from that continent.

The story of Pan American's development is typical of American enterprise and of the ingenuity and perseverance of America's international commercial aviation leaders.

PAN AMERICAN WORLD AIRWAYS SYSTEM Carriers and Insignia



Aerovías Nacionales de Colombia, S. A.
(AVIANCA)



Panair do Brasil, S. A. (PAB)



China National Aviation Corporation
(CNAC)



Pan American Airways, Inc. (PAA)
Latin American Division
Atlantic Division
Pacific-Alaska Division



Cia. Mexicana de Aviación, S. A.
(CMA)



Cia Cubana de Aviación, S.A.
(CUBANA)



Pan American-Grace Airways, Inc.
(PANAGRA)



Lloyd Aereo Boliviano (LAB)



Urabá, Medellín & Central Airways, Inc.
(UMCA)

Associated Connecting Carriers



AERONAVES DE MEXICO, S.A.
Aeronaves de Mexico, S. A.
(AERONAVES)



Aerovías Venezolanas, S.A.
(AVENSA)

The Family Tree

FROM THE VERY BEGINNING, Pan American foresaw and set as its goal the development of long-range aircraft for use along the various inter-continental sky trade routes. We believe you will be interested in some of the members of the family tree of Clippers from 1927

1. Fokker F-7 8 Psgrs. 9,700 lbs. Gross Weight



2. Sikorsky S-38 7 Psgrs. 10,480 lbs. Gross Weight



3. Sikorsky S-40 34 Psgrs. 34,000 lbs. Gross Weight



4. Sikorsky S-42 32 Psgrs. 43,000 lbs. Gross Weight



of the Clippers . . .



up to date, proving that Pan American consistently has kept "ahead of the times" in the development of latest-type equipment and operating techniques. For a preview of one type of postwar Flying Clipper, already "on order" to Pan American World Airways, turn to pages 18-19.

5. Martin M-130 32 Psgrs. . . . 52,252 lbs. Gross Weight



6. Douglas DC-3 21 Psgrs. . . . 25,200 lbs. Gross Weight



7. Boeing B-314 70 Psgrs. . . . 84,480 lbs. Gross Weight



8. Boeing B-307 33 Psgrs. . . . 45,000 lbs. Gross Weight



Areas and Populations of

Region, Country, Principal Cities	Area in Square Miles	Population
--------------------------------------	-------------------------	------------

(Names of capital cities are in capital letters)

THE 20 INDE

MEXICO	767,000	19,760,000
MEXICO CITY		1,469,000
Guadalajara		228,000
Monterrey		181,000
CENTRAL AMERICA	227,424†	9,175,570†
GUATEMALA	45,450	3,284,000
GUATEMALA CITY		177,000
EL SALVADOR	13,170	1,800,000
SAN SALVADOR		104,000
HONDURAS	44,270	1,105,000
TEGUCIGALPA		23,000
NICARAGUA	60,000	1,000,000
MANAGUA		62,000
COSTA RICA	23,000	675,000
SAN JOSE		79,000
PANAMA	32,380	835,000
PANAMA CITY		74,000
WEST INDIES	90,947□	13,757,520□
CUBA	44,160	4,199,000
HAVANA		569,000
Santiago de Cuba		107,000
HAITI	10,200	3,000,000
PORT AU PRINCE		120,000
DOMINICAN REPUBLIC	19,320	1,616,000
CIUDAD TRUJILLO		71,000
SOUTH AMERICA	7,035,840*	90,053,940*
ARGENTINA	1,080,000	13,318,000
BUENOS AIRES		2,364,000
Rosario		513,000

OTHER

CANAL ZONE (U. S.)	554	42,000
PUERTO RICO (U. S.)	3,435	1,869,000
SAN JUAN		169,000
VIRGIN ISLANDS (U. S.)	136	24,880
BAHAMAS (Br.)	4,400	66,210
BARBADOS (Br.)	166	198,020
BRITISH GUIANA (Br.)	89,480	355,000
BRITISH HONDURAS (Br.)	8,600	62,000
JAMAICA (Br.)	4,540	1,237,390
LEEWARD ISLANDS (Br.)	423	97,640

MIDDLE AMERICA *and* SOUTH AMERICA^s

(In round figures)

Region, Country, Principal Cities	Area in Square Miles	Population
--------------------------------------	-------------------------	------------

P E N D E N T R E P U B L I C S

SOUTH AMERICA (cont'd)

<u>BOLIVIA</u>	419,470	3,457,000
LA PAZ		202,000
<u>BRAZIL</u>	3,275,500	41,356,000
RIO DE JANEIRO		1,802,000
Sao Paulo		1,168,000
Recife		491,000
Sao Salvador		364,000
<u>CHILE</u>	296,710	5,106,000
SANTIAGO		844,000
Valparaiso		263,000
<u>COLOMBIA</u>	440,000	8,701,000
BOGOTA		326,000
Barranquilla		150,000
Medellin		144,000
<u>ECUADOR</u>	276,000	3,200,000
QUITO		118,000
Guayaquil		131,000
<u>PARAGUAY</u>	163,400	1,000,000
ASUNCION		96,000
<u>PERU</u>	482,100	7,858,000
LIMA		523,000
Arequipa		70,000
<u>URUGUAY</u>	72,150	2,000,000
MONTEVIDEO		674,000
<u>VENEZUELA</u>	352,000	3,491,000
CARACAS		216,000
Maracaibo		118,000
Valencia		52,000

T E R R I T O R I E S

TRINIDAD & TOBAGO (Br.)	1,976	484,890
WINDWARD ISLANDS (Br.)	820	264,040
CURACAO COLONY (Neth.)	403	109,500
NETHERLANDS GUIANA (Neth.)	54,290	181,040
FRENCH GUIANA (Fr.)	34,740	30,900
GUADELOUPE (Fr.)	583	304,240
MARTINIQUE (Fr.)	385	246,710

† Including British Honduras and the Canal Zone.

□ Including islands listed under "other Territories."

* Including the three Guianas.

§ Sources—Exporters' Encyclopaedia, 1944, and Rand McNally World Atlas, 1942.



Historical Events



1492. Christopher Columbus landed in the Bahamas on Oct. 12.

1497-1504. Amerigo Vespucci explored northern coast of South America. (Dates uncertain.)

1513. Vasco Nuñez de Balboa crossed the Isthmus of Panama and saw the Pacific Ocean, Sept. 25.

1519. Hernan Cortes entered the Empire of Montezuma near present Vera Cruz.

1519-1520. Magellan visited South America while circumnavigating the world.

1525-1527. Sebastian Cabot explored east coast of South America.

1535. Diego de Almagro driven back from Chile to Peru by the Araucanian Indians. It was not until 1541 that Pedro de Valdivia obtained a foothold in Chile and established the City of Santiago.

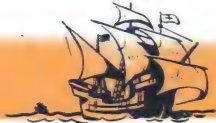
1539. Francisco de Orellana left Quito, later crossed the Andes and two years later emerged on the east coast having descended the Amazon, thus becoming the first white man to explore fully this great river.

1794. Toussaint L'Ouverture started the fight for freedom on the French Island of Saint Domingue. Haiti obtained independence in 1804 and the Dominican Republic declared its independence in 1844.

1808. Arrival of the Portuguese Court at Rio de Janeiro, following their escape from the Napoleonic armies. The Revolution in Portugal in 1822 resulted in the separation of Brazil which declared its independence, a constitutional Empire following until the proclamation of the Republic in 1888.

1810. Colombia declared her independence, followed by that of Venezuela in 1811, and in 1813 Simon Bolívar "The Liberator" led the revolutionary armies of Venezuela and New Granada against the Spaniards.





1810. On September 16 the "Grito de Dolores" became the rallying cry of the War of Independence in New Spain, culminating in the proclamation of an independent Mexico in 1821, and establishment of a republic in 1824.

1817. General José de San Martín led the Army of Liberation across the Andes to Chile (which had proclaimed its independence in 1810) and later into Peru (which was proclaimed independent by San Martín in 1821). This march followed by a year the completion of Argentine independence.

1818. Bernardo O'Higgins, the Liberator of Chile, joined forces with San Martín to defeat the Spanish Army at Chacabuco.

1821. Panama declared its independence from Spain. The next year came the formation of the United Provinces of Central America, composed of the present republics of Guatemala, Honduras, El Salvador, Costa Rica and Nicaragua, which became separate countries after 1847.

1822. Final independence of Ecuador won in Battle of Pichincha, May 24.

1823. President James Monroe delivered his message of Dec. 2, known as the Monroe Doctrine, to the effect that the free countries of the American continents were not to be considered as subjects for future colonization by any European Power.

1824. General Sucre won the famous Battle of Ayacucho (Peru) on Dec. 9, the final decisive engagement in the wars with Spain.

1825. The band known as the "Thirty Three" declared the independence of Uruguay, attained in 1828.

1825. Bolívar made first president of Bolivia, General Sucre succeeding him the following year.

1826. Simón Bolívar called the First Inter-American Conference at Panama, June 22.





1831. Venezuela and Ecuador having broken away from Gran Colombia in 1830, each becoming a separate entity, the Republic of New Granada was established and became, in 1863, present-day Colombia.

1862. Notwithstanding the victory of the forces of Juarez over the French at Puebla on May 5, an Empire was established in 1864 under Archduke Maximilian of Austria, who was shot in 1867, and the Republic was restored.

1868. Cuba began war for independence from Spain, finally obtained in 1898.

1879. Outbreak of the War of the Pacific between Chile, Peru and Bolivia, that lasted until 1884.

1890. Creation of what is now the Pan American Union to promote trade among the Americas, April 14 (celebrated as Pan American Day).

1914. Panama Canal opened to traffic on Aug. 15, following the purchase by the United States in 1904 of the uncompleted French works begun in 1882.

1927. Pan American Airways System began regular service (Key West to Havana) Oct. 19th.

1933. President Roosevelt's enunciation of the "Good Neighbor" Policy on March 4th.

1936. Opening at Buenos Aires of the "Inter-American Conference for the Maintenance of Peace," on Dec. 1st.

1938. "Declaration of Lima" at 8th Pan American Conference increased multilateral character of Monroe Doctrine.

1942. Opening of the Pan American Conference of foreign ministers in Rio de Janeiro, on Jan. 15th.

1941-1945. Warring the Axis.

1941. Office of the Coordinator of Inter-American Affairs established July 20th.





Air Line Distances Between Representative Cities of the United States and Latin America

Source: Department of Commerce, Bureau of Navigation, Radio Division

	New York To	San Francisco To	Seattle To	Washington To	Chicago To	Denver To	Los Angeles To	New Orleans To
Buenos Aires.....	5,295	6,487	6,956	5,205	5,598	5,935	6,148	4,902
Bogotá.....	2,474	3,883	4,166	2,344	2,691	3,100	3,315	1,996
Caracas.....	2,100	3,900	4,100	2,040	2,480	3,105	3,610	1,990
Guatemala City.....	2,060	2,525	2,930	1,835	1,870	1,935	2,150	1,050
Havana.....	1,302	2,000	2,805	1,110	1,315	1,780	2,320	672
La Paz.....	5,905	5,080	5,110	3,780	4,130	4,445	4,805	3,480
Panama.....	2,211	3,349	3,950	2,020	2,320	2,620	3,025	1,600
Para.....	3,281	5,430	5,550	3,270	3,820	4,580	5,110	3,470
Managua.....	2,100	2,860	3,240	1,920	2,080	2,230	2,540	1,250
Rio de Janeiro.....	4,810	6,655	6,945	4,710	5,320	5,900	6,330	4,798
San Juan.....	4,200	3,070	3,450	2,030	2,100	2,420	2,725	1,425
Santiago.....	6,134	5,960	6,466	4,965	5,320	5,465	5,995	4,553
Tampico.....	1,850	1,790	2,200	1,565	1,460	1,240	1,470	720

Air Line Distances Between Principal Cities of the World

Source: Department of Commerce, Bureau of Navigation, Radio Division

Distances in Statute Miles From/To	Azores	Bagdad	Berlin	Bombay	Buenos Aires	Calcutta	Cape Town	Chicago	Guam	Honolulu	Jakarta	London
Azores.....	3,906	3,906	2,148	5,930	5,385	3,325	5,670	3,305	8,985	7,421	4,715	1,562
Bagdad.....	2,148	2,040	2,040	2,022	8,213	785	4,923	6,490	6,388	8,445	6,150	2,598
Berlin.....	2,148	2,040	2,040	3,947	7,411	1,823	3,949	4,458	7,158	7,394	4,633	575
Bombay.....	5,930	2,022	3,947	5,930	9,380	2,698	5,133	8,144	4,831	8,172	6,992	4,526
Buenos Aires.....	5,385	8,213	7,411	9,380	7,428	7,428	4,332	5,598	10,516	7,653	7,964	6,919
Calcutta.....	3,325	785	1,823	2,698	7,428	7,428	4,476	6,231	7,175	8,925	6,352	2,218
Cape Town.....	5,670	4,923	3,947	5,133	4,332	4,476	8,551	8,918	11,555	10,382	8,872	5,772
Chicago.....	3,305	6,490	4,458	8,144	5,598	6,231	8,551	7,510	4,315	2,310	4,015	7,005
Guam.....	8,985	6,388	7,158	4,831	10,516	7,175	8,918	7,510	3,896	5,225	7,625	3,605
Honolulu.....	7,421	8,445	7,394	8,172	7,653	8,925	11,555	4,315	3,896	2,825	7,005	4,496
Jakarta.....	4,715	6,150	4,633	6,992	7,964	6,352	10,382	8,872	5,051	2,874	3,500	4,496
London.....	1,562	2,598	575	4,526	6,919	2,218	5,975	4,015	7,605	7,320	7,496	10,590
Melbourne.....	12,190	8,150	9,992	6,140	7,336	8,720	6,510	9,837	4,997	5,581	8,162	10,590
Mexico City.....	4,594	8,155	6,119	9,818	4,609	7,807	8,620	1,690	7,690	3,848	3,210	5,605
New Orleans.....	3,718	7,212	5,182	8,952	4,902	8,862	8,390	827	7,895	4,305	2,860	4,658
Panama.....	2,604	6,086	4,026	7,375	5,295	5,701	7,845	727	8,115	5,051	2,874	3,500
Paris.....	3,918	7,807	5,902	9,832	3,319	7,230	7,090	2,320	9,220	5,347	4,456	5,310
Rio de Janeiro.....	1,617	2,385	540	4,391	6,891	2,020	5,762	4,219	7,675	7,525	4,700	210
San Francisco.....	4,312	7,012	6,246	8,438	1,230	6,242	3,450	5,320	11,710	8,400	7,611	5,747
Santiago.....	5,114	7,521	5,744	8,523	6,487	7,354	10,340	1,875	8,952	2,407	1,630	5,440
Seattle.....	5,162	8,376	7,842	10,127	7,311	8,100	5,080	5,325	9,946	6,935	7,390	2,775
Singapore.....	4,720	6,848	5,121	7,830	6,956	6,915	10,305	1,753	5,785	2,707	870	4,850
Tokyo.....	8,338	4,443	6,226	2,425	9,940	5,152	6,025	9,475	2,990	6,874	7,375	6,818
	7,370	5,242	5,623	4,247	11,601	6,005	9,234	6,410	1,596	3,940	4,117	6,050

Distances in Statute Miles From/To	Melbourne	Mexico City	New Orleans	New York	Panama	Paris	Rio de Janeiro	San Francisco	Santiago	Seattle	Singapore	Tokyo
Azores.....	12,190	4,584	3,718	2,604	3,918	1,617	4,312	5,114	5,718	4,720	8,338	7,370
Bagdad.....	8,150	8,155	7,212	6,050	7,807	2,385	7,012	7,321	8,976	6,848	4,443	5,242
Berlin.....	9,992	6,119	5,182	4,026	5,902	540	6,246	5,744	7,842	5,121	6,226	5,623
Bombay.....	6,140	9,818	8,952	7,875	9,832	4,391	8,438	8,523	10,127	7,830	2,425	4,247
Buenos Aires.....	7,336	4,609	4,902	5,295	3,319	6,891	1,230	4,487	731	6,956	9,940	11,601
Calcutta.....	8,720	7,807	8,862	5,701	7,230	2,020	6,242	7,554	8,100	6,915	5,152	6,005
Cape Town.....	6,510	8,620	8,390	7,845	7,090	5,762	3,850	10,340	5,080	10,305	6,025	9,234
Chicago.....	9,837	1,690	827	727	2,320	4,219	5,320	1,875	5,325	1,753	9,475	6,410
Guam.....	3,497	7,690	7,995	8,115	9,220	7,675	11,710	5,982	9,946	5,785	2,990	1,596
Honolulu.....	5,581	3,846	4,305	6,051	5,347	7,525	8,400	2,407	6,935	2,707	874	3,940
Jakarta.....	8,162	3,210	2,860	2,874	4,456	4,700	7,611	1,530	7,320	870	7,375	4,117
London.....	10,590	5,605	4,658	3,500	5,310	210	5,747	5,440	7,275	4,850	6,818	6,050
Melbourne.....	8,599	8,599	9,455	10,541	9,211	10,500	8,340	7,970	7,130	6,330	3,768	5,172
Mexico City.....	4,599	940	940	1,110	1,532	5,800	4,810	1,870	4,122	2,339	10,495	7,190
New Orleans.....	4,455	2,110	1,161	1,161	1,600	4,846	4,708	1,960	4,553	2,137	10,255	6,993
New York.....	10,541	2,110	1,161	2,211	2,211	5,440	4,810	2,806	5,134	2,440	9,817	8,846
Panama.....	9,211	1,532	1,600	2,211	2,211	5,440	3,311	3,349	3,000	3,680	11,500	8,560
Paris.....	10,500	5,800	4,846	3,600	5,440	5,710	5,580	7,300	5,080	6,730	6,132	6,132
Rio de Janeiro.....	8,340	4,810	4,798	4,810	3,311	5,710	6,555	1,552	5,945	9,875	11,600	11,600
San Francisco.....	7,970	1,870	1,960	2,606	2,349	5,680	6,655	1,832	6,960	6,960	8,440	5,250
Santiago.....	7,130	4,122	4,553	5,134	3,000	3,309	1,832	6,960	6,960	6,960	10,270	10,850
Seattle.....	8,330	2,339	2,137	2,440	3,680	6,080	6,945	692	6,466	8,200	4,863	3,850
Singapore.....	3,768	10,495	10,255	9,617	11,800	6,730	9,875	8,440	10,270	8,200	3,360	3,850
Tokyo.....	6,172	7,190	6,993	6,848	8,560	6,132	11,800	6,250	10,860	4,863	3,360	3,850

Reprinted from The World Almanac, 1944.



Terrain

LEGEND

	High Mountains
	Rugged Mountains and Desert Ranges
	Low Mountains and Uplands
	Plateaus
	Lowlands and Plains

CITIES	Av. TEMP. Fahr.				Notes	ALT. in Feet
	Jan.- Mar.	Apr.- June	July- Sept.	Oct.- Dec..		
<u>Latin America</u>						
Asuncion-Iguassu	79	67	66	76	Low waters in summer at falls	300
Bogota	58	58	57	58	Cool year 'round	8730
Buenos Aires	72	55	52	65	Snow very unusual	72
Caracas	65	69	68	67	Healthful climate	3020
Cuzco	54	51	51	54	Air rarefied	11440
Guatemala City	63	67	66	63	Agreeable all seasons. Nights cool	4855
Havana	72	78	84	76	Equable. Dry Dec.-Apr.	62
Kingston	76	80	81	78	Breeze-cooled warm climate	49
Lakes District (Chile-Argentina)	61	51	45	50	Typical mountain climate at best Oct.-Apr.	3400
La Paz	51	47	46	52	Air rarefied	12100
Lima	72	66	61	66	Seldom rains	518
Mexico City	57	64	62	56	Nights cool—mild	7474



Climate AND SEASONS

Ideal All-year Climate—The variations of climate throughout Middle and South America are such that a general tour of these regions can be made in complete comfort at any time of the year.

North of the Equator—

The climate of *Mexico* is delightful at all seasons. During the rainy season, showers are almost always of short duration and occur late in the afternoon. Although *Yucatan* is more tropical than the central plateau of Mexico, it is destined to become a popular winter resort because of unsurpassed climate—the days are balmy and the nights cool. Summer mornings are comfortable and afternoons warm but not disagreeable, because of the unfailing winds that blow over the Peninsula of Yucatan from the Gulf of Mexico. Summer nights are pleasantly cool. The same may be said in general of *Central America*, the *West Indies*, and the *Northern portion of South America*.

South of the Equator—While the seasons in the temperate zone of the Southern Hemisphere are the reverse of those in the temperate zone of the Northern Hemisphere, the summers are not extreme, nor are the winters uncomfortable. Variations in altitude provide a wide range of climates. The “reversed” seasons become: *Spring*—Sept. 21st to Dec. 20th; *Summer*—Dec. 21st to March 20th; *Autumn*—Mar. 21st to June 20th; *Winter*—June 21st to Sept. 20th. However, in the region bordering on the Equator there are practically only two seasons—the dry season and the so-called “rainy” season.

CITIES	Av. TEMP. Fahr.				Notes	ALT. in Feet
	Jan.- Mar.	Apr.- June	July- Sept.	Oct.- Dec.		
Montevideo	71	57	52	63	Healthful climate	30
Nassau	72	78	82	76	Equable pleasant, warm	50
Panama City	81	81	81	79	Tropical	40
Port au Prince	77	80	81	78	Tropical but pleasant	25
Quito	55	55	55	55	Healthful equable climate	9350
Rio de Janeiro	78	71	69	73	Cool trade winds	197
San Jose	67	69	68	67	Equable healthful climate	3724
Santiago	65	51	49	51	Coldest month—our Nov.	1703
Sao Paulo	69	61	59	65	Healthful plateau	2690
Comparison with U.S.A.						
Chicago	30	58	71	42	—	824
Los Angeles	56	62	70	61	—	340
New Orleans	58	74	80	62	—	51
New York	36	59	71	45	—	



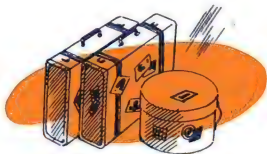
What to Wear

For Mexico, bring the same clothing that you wear at home on sunny days in the late fall. For the cool evenings a light overcoat or wrap is desirable. In Taxco, Uruapa, Oaxaca and other places at lower altitudes than Mexico City somewhat lighter clothing will be found convenient, say prints and linens. By all means, bring comfortable walking shoes.

For Yucatan, Central America, and the lowlands of Colombia, Venezuela, and Ecuador, light summer apparel can be used throughout the year. Summer clothing should be worn in the coast towns of Peru and Chile, and "Palm Beach" or similar weight suits are in order in the West Indies, the Guianas, the Canal Zone and Brazil.

Warm clothing will be needed for the cool mountain regions, especially in Peru and Bolivia. Sports clothes, rubber-soled shoes and white apparel are useful while visiting the coastal areas of eastern South America. For Argentina and Uruguay one should dress as in the U. S., i.e., in accordance with the prevailing season. Laundry is done at the large hotels en route.

About your Baggage



You're allowed 55 lbs. (25 kilos) without excess charge. This is an ample amount for the average trip. It allows a woman to take, for instance, one airplane lightweight wardrobe suitcase containing a fur or cloth jacket, two lightweight suits, three blouses or sweaters, four sports dresses, two afternoon dresses, three evening dresses, two pairs of sports shoes, two pairs of dress shoes, two pairs of evening sandals, mules, four soft felt hats, or turbans, three handbags, one dozen pair of hose, four pairs of gloves, one negligee, six slippers, six panties, three nightgowns, belts and accessories, toilet articles.

It would allow a man to carry a lightweight airplane fibre bag containing five suits (four light, one heavy), eight shirts, eight underwear, collars, ties, socks, handkerchiefs, three pairs of shoes, toilet articles, miscellaneous.

An additional overnight bag is suggested to be used for side trips and general utility. Topcoat is usually carried.



Hotels

The following list of hotels is classified alphabetically. No recommendation is made for any hotel. Hotels in Latin America vary from de luxe to modest establishments, as do their standards of food and service.

ANTOFAGASTA, CHILE	Londres Maury
AREQUIPA, PERU	Arequipa Quinta Bates
ASUNCION, PARAGUAY	Argentina Colonial
BARRANQUILLA, COLOMBIA . . .	Astoria del Prado
BELEM, PARA. BRAZIL	Avenida Central Grande
BOGOTA, COLOMBIA	Astor Granada Regina
BUENOS AIRES, ARGENTINA . . .	Alvear Palace City Continental Nogaro Plaza
CALI, COLOMBIA	Alferez Real Columbus
CARACAS, VENEZUELA	Avila Hollywood Majestic
CHICHEN ITZA, YUC., MEXICO . .	Mayaland Lodge
CIUDAD TRUJILLO, DOM. REP. . .	Fausto Jaragua Victoria
COCHABAMBA, BOLIVIA	Cochabamba
CUERNAVACA, MOR., MEXICO . . .	Chula Vista La Selva Marik

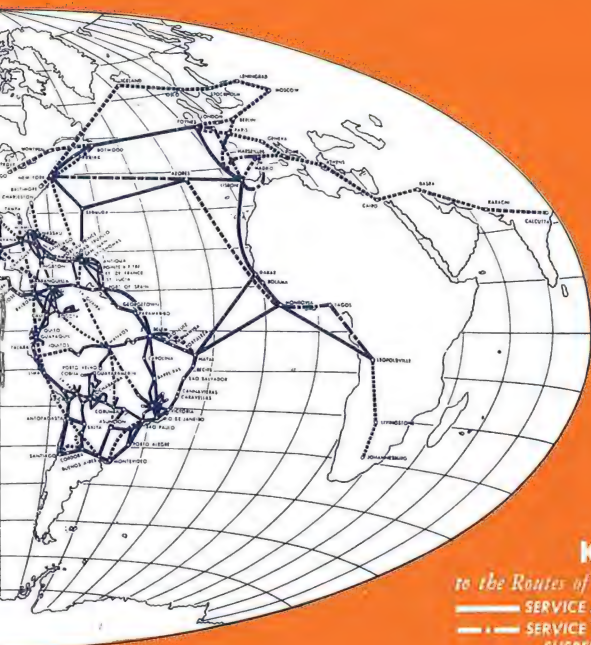
Hotels (cont.)

CUZCO, PERU	Ferrocarril
FORTIN DE LAS FLORES, VER., MEXICO	Ruiz Galindo
GUATEMALA CITY, GUATEMALA	Astoria Gran San Carlos Palace Pan American
HAVANA, CUBA	Nacional Park View Presidente Royal Palm Sevilla
KINGSTON, JAMAICA	Melrose House Myrtle Bank South Camp Road
LA PAZ, BOLIVIA	Paris Sucre Palace
LIMA, PERU	Gran Hotel Bolivar Country Club Maury
MANAGUA, NICARAGUA	Gran Lido Palace
MANAOS, BRAZIL	Grande
MARACAIBO, VENEZUELA	Granada Scandia Victoria
MEDELLIN, COLOMBIA	Continental Europa
MERIDA, YUC., MEXICO	Casa Camara Colon Itza Merida
MEXICO, D. F., MEXICO	Geneve Gillow Guardiola Hipodromo Majestic Maria Cristina Posada del Sol Reforma Regis Ritz
MONTEVIDEO, URUGUAY	Carrasco Nogaro Parque Rambla

Hotels (cont.)

PANAMA CITY, PANAMA	Central Internacional Tivoli (Ancon)
PORT AU PRINCE, HAITI	La Citadelle Oloffson
PORT OF SPAIN, TRINIDAD	Queens Park
QUITO, ECUADOR	Majestic Metropolitano Savoy
RECIFE, PERNAMBUCO, BRAZIL . .	Avenida Central Grande
RIO DE JANEIRO, BRAZIL	Central Copacabana Gloria Luxor Palace Pax Riviera Serrador
SALTA, ARGENTINA	Colonial Plaza Salta
SAN JOSE, COSTA RICA	Europa Gran Hotel Costa Rica
SAN JUAN, PUERTO RICO	Condado Escambron Beach Club Normandie
SAN SALVADOR, EL SALVADOR . .	Astoria Nuevo Mundo
SANTIAGO, CHILE	City Carrera Crillon Ritz Savoy
SAO PAULO, BRAZIL	Cinelandia City Esplanada Excelsior Terminus
SAO SALVADOR, BAHIA, BRAZIL .	Nova Cintra Palace
TAXCO, GRO., MEXICO	de la Borda Los Arcos Rancho Telva Victoria
TEGUCIGALPA, HONDURAS	Palace Pan Americano
VINA DEL MAR, CHILE	Alcazar O'Higgins

Transport Service is actually here today



KEY

to the Routes of the Flying Clippers

SERVICE ACTIVELY OPERATED

**SERVICE TEMPORARILY
SUSPENDED BECAUSE OF WAR**

SERVICE PROJECTED

As of Feb. 5, 1945

the global routes of Pan American World Airways.

CONTEMPLATED PAN AMERICAN SERVICES

Pan American World Airways had planned and but for the war would now have in operation high-speed Clippers that would be even better than the best air transports presently available.

Over direct, time-saving express routes, already surveyed and applied for by Pan American (dotted lines), these planes will in the future bring the most distant city in South America within 24 hours of the United States and provide an air service second to none, at economical rates.

Your Travel Funds

Because of wartime International Currency Regulations, it is recommended that you carry *no United States or other currency whatsoever*. All travel funds should be carried in the form of PAN AMERICAN'S CLIPPER AIR CHEQUES for one and five dollar units; for larger amounts use regular TRAVELER'S CHECKS, Money Orders, Letters of Credit, Bank Drafts, or Personal Checks. A small amount of coin for change is permissible.

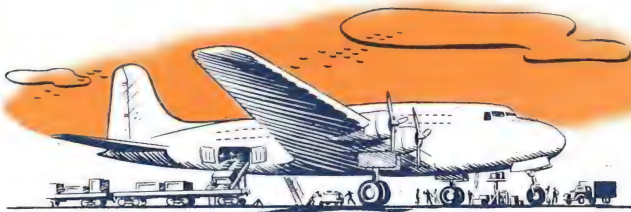
The first system of a "world air currency", Clipper Air Cheques are sold and cashed at city and airport traffic offices of Pan American World Airways, also at the offices of their general agents and those of American Express Company, at places served throughout the world, subject to prevailing regulations.

The new "flying money" is designed for one thing to provide a medium readily convertible into local currency for funds needed at in-transit stops on today's fast air schedules.

Although adapted particularly to the specialized requirements of the international wartime traveler, the Clipper Air Cheques also are designed to meet the needs of the mass transportation by air which Pan American envisions for world-wide travel in the peace to come.

As a wartime measure the United States and practically all other countries have restricted to a minimum the amount of currency that may be taken beyond their national borders or brought back in. Clipper Air Cheques have been designed to overcome such difficulties.





CLIPPER EXPRESS

Business concerns, and individuals as well, are becoming increasingly aware of the great opportunities offered by Pan American's Clipper Express services to and within Latin America.

The tremendous growth of Pan American's express service during the past 17 years has meant that it has far outgrown the class of emergency shipments.

Today, concerns actually are Clipper-expressing *entire shipments* of merchandise. There is practically no business today that cannot use the international Clipper Express service of Pan American to advantage. A check with our offices will show how Clipper Express can benefit *you*.

While many samples, repair parts, etc., continue to make up a certain share of the cargo, a thousand other items (clothing, jewelry, watches, cigars, for example) are gaining precious days, even weeks, by being Clipper-expressed.

Important news is the fact that Pan American, with the best interests of shippers always in mind, was first to introduce the International Airwaybill and other time- and red-tape-cutting innovations covering air shipments.

Among the many advantages (in addition to speed) of Pan American international Clipper Express service are: Reduced valuation charges and insurance premiums, simplified documents, extension of markets, three-mile-a-minute service, charges collect and C.O.D. service to Mexico, Cuba, Panama and many other countries, and free pickup service by Railway Express Agency, Inc., in 6,000 U.S. cities.

While a wartime priority system was established to insure quick delivery of war-connected items it is not necessary to have a priority to get your goods through to Latin America by Pan American Clipper Express.

Complete answers to your air express problems can be obtained from your local Pan American Airways office or the nearest office of Railway Express Agency, Inc.

The Economic and Trade Outlook

The Middle and South Americas supply many materials vital to the war economy. There are basic products such as grains, hides, wool, cotton, sugar, coffee, cocoa and bananas, and basic commodities such as petroleum, copper, nitrates, gold, silver and tin. There are other commodities possibly less important to the economy as a whole, but still of the utmost importance in the war effort; commodities such as antimony, chrome, quartz crystals, manganese, industrial diamonds for cutting tools, fibers for rope, and vegetable oils for a variety of industrial uses; quinine that comes from the cinchona tree and rubber, both native to the American tropics. Nor must we forget precious woods and lightweight balsa wood and various minerals.

The growing industrialization of Latin American countries, which were chiefly agricultural, pastoral or mining, has necessarily changed the nature of our exports to them, changing the volume of certain types of consumer goods and increasing the proportion of equipment and factory supplies as well as increasing the volume of parts and other urgently needed equipment. This industrial development will increase the economic standards of the countries of Latin America and, therefore, their purchasing power.

The war has merely accelerated an inevitable, steady increase in inter-American trade. U. S. sales to Latin America during the period after the first World War evidence that we can more than hold our own in relation to European competition. Our trade should continue to increase in normal peacetime markets and will be aided materially by rapid transportation and communication provided by companies and organizations such as Pan American World Airways. This airline has, since it started service 17 years ago, made the development of inter-American business a prime objective.

Large credits have been accumulated by Latin American countries abroad because those countries have been valuable sources of raw materials and products essential to the war effort and the defense of the Hemisphere. With these credits Latin Americans will be enabled to purchase many of the things they will need for their postwar economy.

Intra-national trade and commerce between sections of the same nation, formerly as widely separated in time as in distance from one another, are being increasingly stimulated by advancements in communication and transportation. The national airlines affiliated with Pan American World Airways especially have worked to speed these advancements.

All this development is being aided by the regular movement of business officials between countries, again by the medium of air transportation. To do business with your neighbor you must *know* your neighbor.

The Latin American market receives from the United States a variety of materials (mostly manufactured products) such as:

- chemical specialties
- medicinal and pharmaceutical preparations
- scientific and professional instruments, appliances and supplies
- aircraft parts and accessories
- machinery, tools, hardware
- electric appliances, motors and batteries
- photographic and projection goods
- films, feature and newsreel
- mats and electrotypes
- magazines
- office equipment
- automobiles with their parts
- agricultural machinery and implements
- jewelry, clocks and watches
- dresses and stockings
- sewing machines and typewriters
- pigments, paints and varnishes
- structural metals

SHARE OF U. S. IN TOTAL SALES

To—	1913*	1938*	% Increase
Argentina	14.7%	17.7%	20.4%
Brazil	15.7%	24.2%	54.1%
Chile	16.7%	27.8%	66.5%
Colombia	26.7%	49.9%	87.0%
Cuba	53.7%	70.9%	30.2%
Mexico	50.5%	57.7%	14.2%
Venezuela	38.5%	56.5%	46.8%

* Normal peacetime year.

Educational Values



LANGUAGES

The prevailing cultural characteristics stem from Spain, Portugal and France, though blended and colored with highly developed Indian civilization. The 20 Latin American Republics all speak a language derived from the Latin: Portuguese in Brazil, French in Haiti, and Spanish in all the others. However, language is no barrier since, in every section of Latin America, English-speaking persons can be found.

Pan American World Airways has devised an "Air Traveler's Dictionary" for use by English-speaking passengers in Spanish and Portuguese-speaking countries, and by Portuguese and Spanish-speaking passengers in English-speaking countries. You can't learn a new language in three easy lessons, but this pocket series provides a summary of words and phrases you'll find most useful on your Clipper trip.

And Pan American's bi-lingual employees are ever-ready to smooth your path at any place you may stop.



THE UNIVERSITIES

North Americans are increasingly interested in the history, culture, and social and economic problems of Latin America and, among many, the following universities are worthy of consideration by any student:

<u>Universities</u>	<u>Academic Year</u>
1. Universidad Nacional de Buenos Aires,* Buenos Aires, Argentina.....	March-November
2. Universidad Nacional del Litoral,* Corrientes, Rosario y Santa Fe, Argentina.....	March-November
3. Universidad Nacional de La Plata,* La Plata, Argentina.....	March-November
4. Universidad Mayor de San Andres, La Paz, Bolivia.....	March-December
5. Universidade do Brasil,* Rio de Janeiro, Brazil.....	March-December
6. Universidade do São Paulo, São Paulo, Brazil.....	March-November
7. Universidad de Chile,* Santiago, Chile.....	April-January
8. Universidad Católica de Chile,* Santiago, Chile.....	April-December
9. Universidad Nacional de Colombia, Bogotá, Colombia.....	February-November
10. Universidad de la Habana,* Habana, Cuba.	October-May
11. Universidad Central del Ecuador, Quito, Ecuador.....	October-July

12. Universidad Nacional Autónoma de México,*
México, D. F., México..... February-November
13. Universidad Nacional del Paraguay,
Asunción, Paraguay..... March-November
14. Universidad Católica del Perú, Lima, Perú... April-January
15. Universidad Mayor de San Marcos,*
Lima, Perú..... April-January
16. Universidad de la República,
Montevideo, Uruguay..... March-October
17. Universidad Central de Venezuela,
Caracas, Venezuela..... September-June

*The largest universities, with an enrolment of 5,000 or more students.

RECOMMENDED READING



THE NEW WORLD GUIDES TO THE LATIN AMERICAN REPUBLICS

by Earl P. Hanson, 1942, two volumes.

SOUTH BY THUNDERBIRD

by Hudson Strode—an air tour of South America.

GOOD NEIGHBORS

by Hubert Herring, 1941—on economic and social conditions.

THE DEVELOPMENT OF HISPANIC AMERICA

by A. Curtis Wilgus, 1941—940 pages with maps.

THE EAST COAST OF SOUTH AMERICA

by Sydney A. Clark, 1940—315 pages with illustrations.

THE WEST COAST OF SOUTH AMERICA

by Sydney A. Clark, 1941—358 pages with illustrations.

FIESTA IN MEXICO

by Erna Ferguson—267 pages.

I LIKE BRAZIL

by Jack Harding, 1941—335 pages with illustrations.

SEVEN KEYS TO BRAZIL

by Vera Kelsey, 1940—314 pages.

MIDDLE AMERICA

by Charles M. Wilson, 1944—human and social geography.

CHILE, LAND OF PROGRESS

by Earl P. Hanson, 1941—201 pages.

COLOMBIA, GATEWAY TO SOUTH AMERICA

by Kathleen Romoli, 1941—364 pages with illustrations.

CONQUEST OF PERU'

by William H. Prescott—a classic.

THE TRUE STORY OF THE CONQUEST OF NEW SPAIN

by Bernal Diaz de Castello—another classic.

FOUR KEYS TO GUATEMALA

by Vera Kelsey and L. J. Osborne, 1939.

CARIBBEAN AMERICA, ITS PROBLEMS AND ADVANCES

by Clarence F. Jones.

INTERESTING MAPS



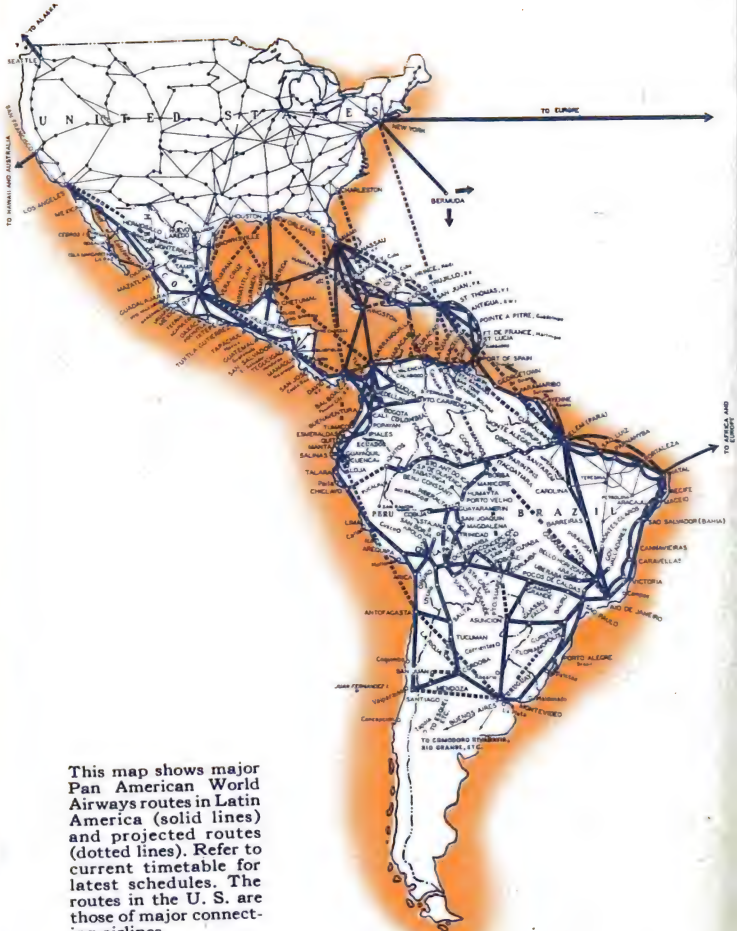
Map of Hispanic America; in 102 sheets; 1941; from American Geographical Society.

Reference Map of Latin America; in 3 large sheets in color; 1942; from American Geographical Society.

Mexico, Central America and the West Indies; in 1 map; 1931; from National Geographic Society.

South America; in 1 sheet; 1942; from National Geographic Society.

How to



get there now!



All international travel on United States-flag airlines during the war is subject to governmental priority regulations which determine precedence in assignment of accommodations. Consequently, certain routes which are more directly connected with strategic movements are heavily booked, some continuously, others intermittently. A nonpriority booking cannot always be guaranteed on such routes. However, the network of Pan American is such that there is generally more than one route leading to your destination. Our expert reservations men and women will consider your problem as a special one and we suggest that you call one of our offices or your Travel Agent now in order to get the latest advance space data, whether you qualify for a priority or not.

For those who qualify, we should like to explain that Pan American offices are not authorized to request or establish priorities, but they will advise the proper channels through which inquiry should be made. Priorities for Latin American travel on U. S.-flag airlines should be requested through the government department or agency in the interest of which the priority is desired, which will forward the request to headquarters, Air Priorities Div., Air Transport Command, Washington, D. C.

If you are in a Latin American country your request should be directed to the nearest U. S. Embassy, Legation, or Consulate.

Priority on CMA and PAB are established by the Mexican and Brazilian authorities in Mexico City and Rio de Janeiro respectively.





To be of Service

TO YOU

... NOW AND IN THE FUTURE IS THE CONSTANT AIM OF YOUR LOCAL TRAVEL AGENT AND PAN AMERICAN WORLD AIRWAYS.

FOR TRAVEL IN THE NEAR FUTURE

IF you are traveling for the war effort as a member of the Armed Forces or as a civilian on a special mission—

IF you are a businessman—

IF you are traveling for cultural or educational reasons—

**LET YOUR LOCAL TRAVEL AGENT OR
NEAREST PAN AMERICAN OFFICE
KNOW ABOUT YOUR PLANS.**

FOR TRAVEL WHEN THE WAR IS WON

Let us know *now* about your plans. We constantly are studying postwar travel trends and if your travel problems are presented to us we will be in a better position to give you the service you expect. While the information in this booklet is, of necessity, limited by space restrictions and for that reason is not all-inclusive, your local travel agent and nearest Pan American office would welcome the opportunity to give you more detailed information. Many of your questions can be answered right now.

Starting Off



Your Travel Documents

Pan American World Airways has always maintained complete and up-to-date information on all details pertaining to international travel requirements, with the result that our passengers are given the utmost assistance in preparing for any formalities. Those of you who are about to travel or who are making travel plans should request our booklet "Summary of Wartime International Travel Requirements for Departure from New York, Miami, New Orleans, Brownsville, Laredo, Los Angeles, San Francisco, and Seattle," at your nearest Pan American Airways office or through your travel agent.

The ramifications of international travel requirements in wartime are such that only an organization of the scope of Pan American with offices throughout the world, constantly in touch with the government offices concerned with international travel, can keep such information accurate and up-to-date.

Customs

At the airport, just before you depart, and at the airport of your destination, your baggage will be inspected by the proper government authorities and in your presence. The following items are most commonly subject to custom duties: unopened cigarettes, candy, perfume, matches; any purchases in their original unopened packages; new clothing and jewelry which may be assumed to have been purchased for re-sale at your destination; anything which may not be considered as personal effects. Certain items such as matches, etc., are subject to confiscation in certain countries.

Censorship

All written, printed and photographic material, phonograph records and any other tangible forms of communication are subject to United States censorship during wartime and also that of certain other countries en route. Some of the foregoing material requires licenses from the U. S. Office of Censorship. In addition, licenses are required for articles or material classed as "Technical Data." Any persons carrying an appreciable amount of written or printed matter or other censorable material which cannot be inspected by the censors in a short time can obtain information from our offices on arranging advanced examination to save time en route.

On Your Way



May I take a camera with me?—Yes, but due to war conditions, strict government regulations require that it be sealed while in the air and many land points may not be photographed because of their strategic importance. Censorship applies to all photographic material.



What about meal service?—Complimentary meals are served aloft, or on the ground when indicated on Pan American's Latin America timetable.



What about hotel charges and reservations?—Hotel expenses are not included, but if you desire to make reservations, Pan American representatives or agents are ready to assist you.



How high will I fly? How fast?—It all depends on prevailing weather conditions. You will fly at 5,000 feet, sometimes at 10,000, the latter being more usual. Different types of planes have different cruising speeds which are affected by head winds or tail winds. A Clipper's average is around 165 miles per hour, which is a comfortable 60% of the plane's potential.



What are the meanings of one, two, and three bell signals at the airport?—Three bells mean your Clipper is approaching and will land in a few minutes. Prior to take-off, the one-bell signal indicates the crew is about to go aboard, followed by the two-bell signal for "passengers aboard."

... On Board the Flying Clipper

... Answers to Some of Your Questions



When must I fasten my seat belt?—

When the lighted sign at the forward end of the cabin says "Fasten seat belt, No smoking," prior to take-off and as you approach each airport, and on rare occasions when changing flight conditions make it advisable.



Why does the Captain race each

motor just before taking off?—To make a final check of the motors and ignition.



Shall I tip?—No tipping, please, as our employees take a genuine pride in their share of the reputation for service of Pan American World Airways.



What are the air waves that are sometimes called "Air Pockets"?—

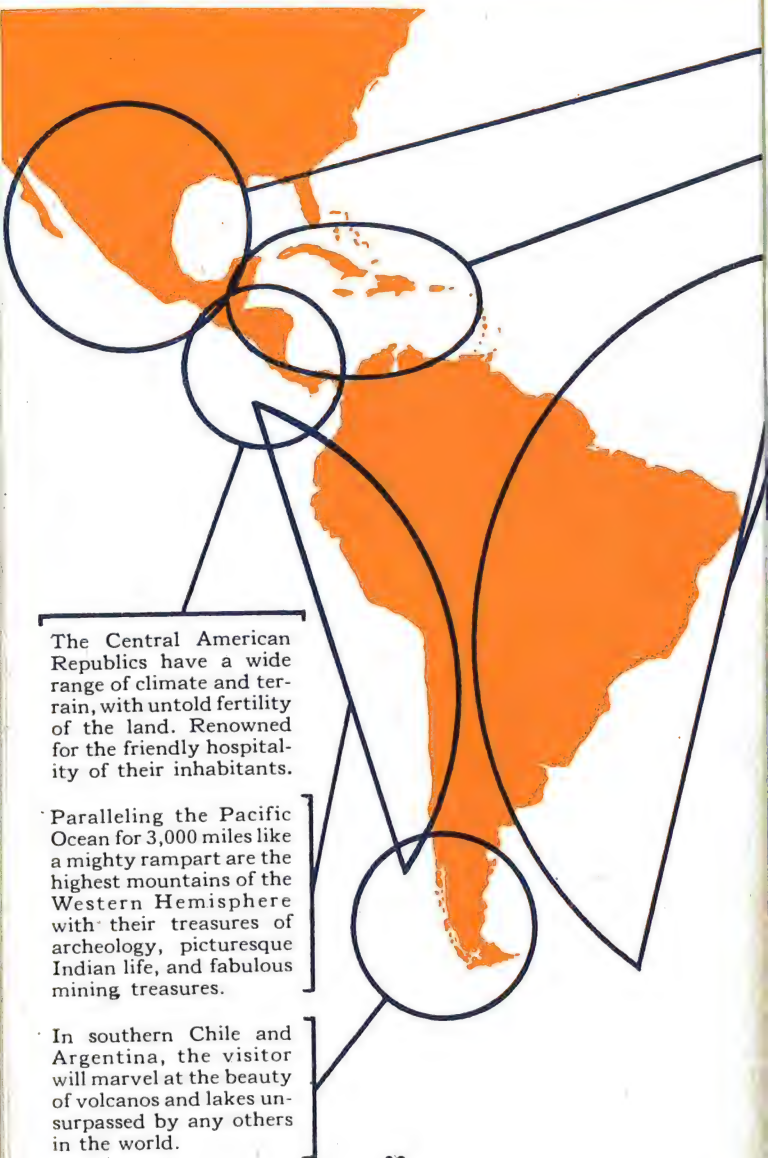
There is no such thing as an air pocket in the sense that one area contains a partial vacuum, but there are air waves just like waves at sea, which sometimes make your Clipper undulate in flight.



How do we know what the weather will be 100 or 1,000 miles from here?—

Pan American has established its own climatic and meteorological stations along its routes which communicate by radio to all dispatchers and pilots.

Outstanding Travel Regions



The Central American Republics have a wide range of climate and terrain, with untold fertility of the land. Renowned for the friendly hospitality of their inhabitants.

Paralleling the Pacific Ocean for 3,000 miles like a mighty rampart are the highest mountains of the Western Hemisphere with their treasures of archeology, picturesque Indian life, and fabulous mining treasures.

In southern Chile and Argentina, the visitor will marvel at the beauty of volcanos and lakes unsurpassed by any others in the world.

for Your Post-war Vacations



Mexico and Guatemala have amazing contrasts in jungle and mountains, plus local color derived from Indian civilizations.

The islands of the West Indies with their famous cities and the coast of North and South America are full of the memories of the days of the corsairs and buccaneers to which has been added the picturesqueness of Caribbean life.

The Guianas, Brazil, Paraguay, Uruguay and Argentina offer, in addition to large coastal cities, explorations off the beaten track along mighty rivers such as the Amazon, and great waterfalls such as Iguassu and Kaieteur.

Sport Centers

Skiing in Argentina, Chile and Bolivia from July to October. *Mountaineering* throughout Mexico, Central America, and the South American Andes.

Deep sea and lake fishing and hunting. Both coasts of Mexico and Central America; Lake Nicaragua; the West Indies; both coasts of South America. Big-game hunting in jungles and mountains.

Beaches for swimming, sheltered waters for sailing, throughout the Caribbean, Mexico, Central and South America.

Golf, tennis and horseback riding at all principal points.

Health Resorts and Spas

Brazil, Pocos de Caldas, Sao Lourenço, Caxambú, Araxá, Cambuquira, Lambari in the state of Minas Geraes; also in states of São Paulo, Baía, Goyaz, Rio Grande do Sul and Santa Catharina.

Chile, Termas de Colina, Apoquindo, Termas de Panimavida, Termas de Chillan, Puyehue, and others.

Argentina, The Córdoba Hills resorts, Carhué, Puente del Inca, Rosario de la Frontera. And elsewhere.

Archeological Sites

The valley of Mexico City, Yucatan, Oaxaca in Mexico. Chan Chan, Pachacamac and Cajamarquilla, Cuzco and Macchu Picchu, in Peru. Tiahuanaco, in Bolivia.



Interesting Events



January 6 DAY OF KINGS—Epiphany feasts and exchange of gifts throughout Latin America—Miracle plays at Popayan, Colombia, and Inca Pageants at Cuzco, Peru.

Three days preceding Ash Wednesday—date varies each year. **CARNIVAL CELEBRATIONS**, a last round of gaiety before the fasting of Lent. The most famous carnival is that of Rio, but other Latin American cities put on quite a show.

March HARVEST FESTIVALS in all agricultural regions and “**FIESTA DE LA VENDIMIA**” in Argentina, Chile and Peru.

From Palm Sunday to Easter Sunday—date varies each year. **HOLY WEEK**, an inspiring and deeply religious period observed with fiestas, passion plays and processions throughout Latin America. Especially colorful in the Indian communities.

May 5 MEXICAN NATIONAL HOLIDAY, commemorating victory at Puebla in 1862.

May 21 LUJAN PILGRIMAGE near Buenos Aires.

Second Thursday after Whitsunday—date varies each year. **CORPUS CHRISTI** processions throughout Latin America.

June 24 INDIAN DAY in Peru—National Feast of Bolivia.

July 24 SIMON BOLIVAR'S BIRTHDAY.

August 1 to 7 COPACABANA PILGRIMAGE on Lake Titicaca.

August 8 OUR LADY OF GUAPULO procession near Quito, Ecuador.





and Holidays

August 15 FESTIVAL OF NOSSA SENHORA da GLORIA in Rio de Janeiro.

September 16 GRITO DE DOLORES celebration in Mexico City.

September 18 to 20 FIESTAS DE LA PATRIA in Chile —rodeos, native dances, barbecues.

October 12 FIESTA DE LA RAZA or Columbus Day, celebrated throughout Latin America.

October (Every Sunday) FESTIVAL OF PENHA, Rio de Janeiro—most characteristic of Rio, after Carnival.

November 1-2 ALL SAINTS & ALL SOULS DAYS with religious ceremonies and processions.

November 11 SAN MARTIN, Patron Saint of Buenos Aires; celebrations throughout Argentina.

December 12 GUADALUPE week at famous shrine and throughout Mexico.

December 18-21 FIESTA OF ST. THOMAS at Chichicastenango, Guatemala.

OTHER EVENTS take place throughout the year and are typical of Latin America. *Fiestas*, often combined with *Market Days*, celebrate the seasons and patron saints, combining merry-making songs and dances. These are colorful in Mexico, Guatemala, and in the Andes countries where Indian life is most prevalent.

Bullfights are featured, especially in Mexico City, Lima, Caracas and Bogota.

Jai Alai is a famous ballgame, well worth seeing in Cuba and **horse races** are spectacular in many capitals, especially Buenos Aires, Rio de Janeiro, Santiago and Havana.



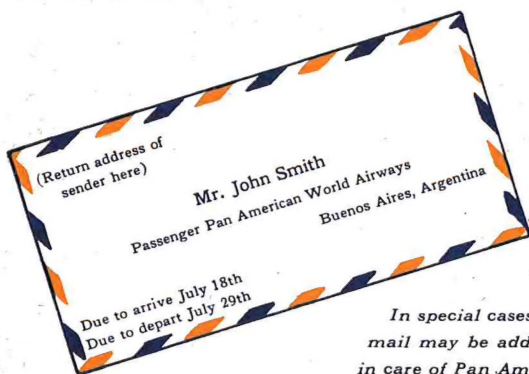
Mail by Air—Everywhere

Look at the map on Page 26 and you have, with few exceptions, a picture of the air mail routes to Central and South America, the West Indies, and Mexico.

HOW TO ADDRESS TRAVELERS' AIR MAIL

Business travelers usually have their mail addressed to their commercial correspondents and local representatives in order to insure forwarding.

In a few cases, where this is not possible, mail may be addressed in care of Pan American, in which case it should be marked as below.



*In special cases only,
mail may be addressed
in care of Pan American
as illustrated*

But it should be remembered that Pan American Airways cannot forward mail addressed in care of Pan American *unless prior arrangements have been made* regarding forwarding of same. For this reason, and others, it is not recommended that mail be addressed in care of Pan American unless there is no alternative.

It should be kept in mind that under wartime conditions time in transit may be subject to censorship or delays.



FOREIGN AIR MAIL "FACTS"

(at time of publication)

1. Anything that is mailable as a "letter" or "letter package" can be sent by Foreign Air Mail to Middle and South America provided it does not weigh more than 4 pounds 6 ounces and does not exceed 36 inches in length, breadth combined, with 24 inches the greatest length allowed.
2. Ordinary postage stamps can be used though air mail stamps are recommended. In any event mail should be plainly marked "Via Air Mail."
3. Rates to Latin America vary from 8 cents to Puerto Rico to 40 cents to Argentina and Chile, per half ounce. For exact rates ask at the nearest post office or Pan American office.
4. Registered air mail costs 15 cents in addition to regular postage.
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